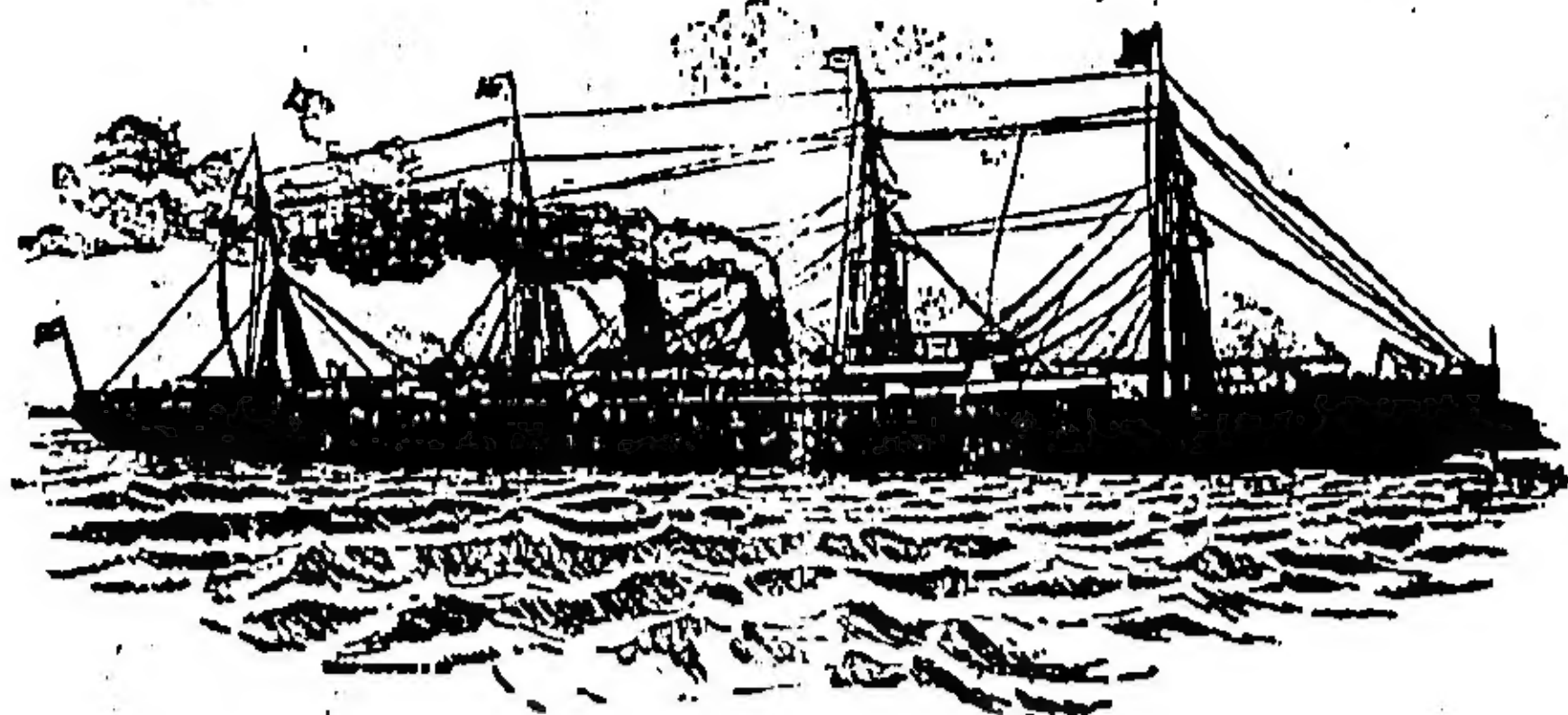






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	4,352 Gross Tons	THURSDAY, 12th May, at Noon.
"KOREA" .....	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC" .....	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA" .....	"	THURSDAY, 16th June, at Noon.
"OHINA" .....	5,060 "	TUESDAY, 28th June, at Noon.
"DORIO" .....	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA" .....	11,284 "	THURSDAY, 21st July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

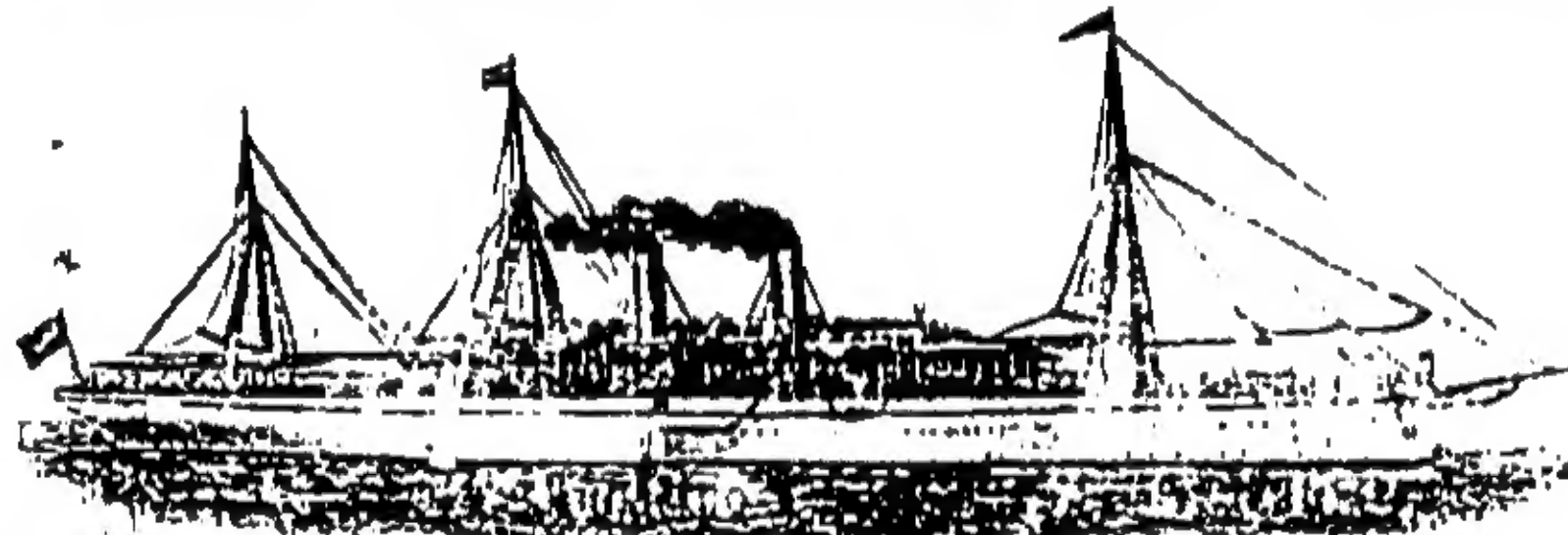
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 7th May, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.O.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPRESS OF JAPAN" .. 6,000 Tons. WEDNESDAY, 11th May.  
"TARTAR" .. 4,425 " SATURDAY, 21st May.  
"EMPRESS OF CHINA" .. 6,000 " WEDNESDAY, 11th June.  
"EMPRESS OF INDIA" .. 6,000 " WEDNESDAY, 22nd June.  
"EMPRESS OF JAPAN" .. 6,000 " WEDNESDAY, 13th July.  
Hongkong to London, 1st Class .. £40. 1st St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate .. £40.  
Steamers, and 1st Class Rail .. £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.O.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

Hongkong, 27th April, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATE.
ARTEMISIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG .....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DR. M. H. CHAUN,  
27, DES VOUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd January, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 1st January, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....	2,361 tons	Captain R. D. Thomas.
"POWAN," .....	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN," .....	2,260 "	W. A. Valentine.
"HANKOW," .....	3,073 "	B. Branch.
"KINSHAN," .....	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....	1,998 tons	Captain H. D. Jones.
-------------------------	------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....	219 tons	Captain T. Hamlin.
------------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....	388 tons	Captain J. Willox.
"NANNING," .....	359 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

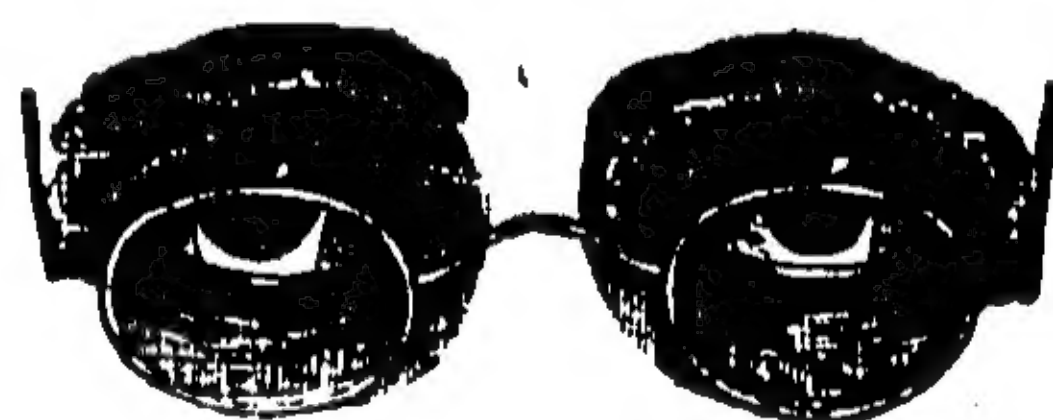
Hongkong, 25th April, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.  
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.  
WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.  
LADIES' SPECIAL TOILET ROOM.  
PATRONAGE RESPECTFULLY SOLICITED.

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## For Sale.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.  
Hongkong, 10th January, 1903.

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

## INCANDESCENT

MANTLES,  
OHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for

## GASOLINE AND GAS

LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,  
36, Lyndhurst Terrace,  
Hongkong, 2nd May, 1904.

## For Sale.

## FOR SALE.

GENUINE CARDIFF AND JAPAN  
COAL.

Apply to

RITCHIE & Co.,  
39, Des Vaux Road.

Hongkong, 22nd April, 1904.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

## EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES,  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

30, QUEEN'S ROAD,  
Watson's Buildings.

SAVARESSE'S  
SANDAL  
CAPSULES

Made of Odolite, most efficacious, because  
absolutely pure English Oil.

Full directions. All Chemists.  
Sole Agent:—

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

## THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,  
LIMITED.

HONGKONG EXCHANGE.

## S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON

Hongkong, 12th April, 1904.

## BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to  
120 words a minute; completion to  
corresponding speed; \$50, or by instalments  
of \$10, a lesson.  
"ADVANCED" LESSONS to completion  
of varying speed, \$100, or by instalments of  
\$10 each lesson.

FOREIGN LANGUAGES TAUGHT.  
TRANSLATIONS MADE.  
TYPEWRITING TAUGHT on all makes  
of machines.

MANIFOLDING, DUPLICATING, and  
SINGLE TYPEWRITTEN COPIES for the  
public.

MACHINES (all good makes) for sale.

EVENING CLASSES IN SHORTHAND,  
Typing, English, etc., Hours, 5 to 9 o'clock.  
\$2 per lesson.

PUPILS attended at their own homes, or  
lessons by post.

CIRCULARS post free.

WARWICK PEELE, Principal.

Hongkong (near G. P. O.).

Canton, 144 Shameen.

Hongkong, 3rd May, 1904.

[584]

## THE YANGTZE INSURANCE

ASSOCIATION, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per  
cent, being Twelve Dollars per Share,  
on the Paid-up Capital of the above Association,  
has been declared payable in Taels at Exchange  
73 at the Chartered Bank of India, Australia  
and China or the Hongkong and Shanghai  
Banking Corporation, Shanghai, on and after  
this date to Shareholders of record on the 11th  
April, 1904.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

Shanghai, 22nd April, 1904.

[561]

## JUST UNPACKED.

## BISCUITS AND CAKES.

A SPECIAL CONSIGNMENT.

FROM the well-known Manufacturers  
Messrs. HUNTLEY AND PALMER, a  
varied assortment of BISCUITS and CAKES.

Biscuits of the newest kinds such as  
ARCTIC WAFERS, MARZENA WAFERS,  
TEA, FOLKSTONE, and ICE CREAM.

AND ALSO  
GENOA, ALMOND, FAMILY, OXFORD,  
and FRUIT CAKES.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
or  
36 to 38, Elgin Road, Kowloon.

Hongkong, 3rd May, 1904.

[72]

KEEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 80 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

[10]

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

MEE CHEUNG,  
"PHOTOGRAPHER"

TOP FLOOR OF ICE HOUSE ROAD.

1st Floor, 1st Floor.

Now in a position to take New and Com-  
modious premises, to receive all business  
of PHOTOGRAPHY, PRACTICE,  
Colour or in any part of the day.

GROUPS and VIEWS

at a special

Hongkong, 21st September, 1903.







[illegible]



## THE WAR.

## HAND-TO-HAND FIGHT.

## A RUSSIAN BLUNDER.

Mr. M. Noma, Consul for Japan, has courteously communicated the following telegrams:—

Tokio, 6th May, 4.20 p.m.

General Kuroki reports that on the 3rd inst. our mounted scouts, after a severe hand-to-hand fight near Fenghuancheng, drove the Russian horsemen towards Fenghuancheng.

The Chinese say that on the 1st inst. about 2,000 Russian infantry, posted on a hill east of Fenghuancheng, fired upon 300 of their comrades retreating from the Yalu, mistaking them for the enemy, and 100 men were wounded and 70 killed. The rest fled in disorder, abandoning the commissariat carts.

Officers taken prisoners state that the only bodies that retreated in order on the 1st inst. were five or six infantry battalions and two artillery companies.

200 more Russians killed or wounded were found left on the field.

## JAPANESE FLAG HOISTED.

## ON LIAOTUNG HEIGHTS.

Tokio, 6th May, 6 p.m.

Admiral Hosoya reports that the seventh detached fleet, the twentieth torpedo flotilla, the *Hongkong Maru* and *Nippon Maru* arrived at 5.30 a.m. on the 5th May at Liaotung. Some of the enemy's sentinels were seen on the top of a hill adjoining the coast and were driven away by our fire.

The Naval Brigade, under Captain Nomoto, was then ordered to land. The ebb-tide preventing the boats' approach to the shore, they waded breast-deep for 1,000 metres and gained the shore at 7.22 a.m. Immediately marching, they reached the heights and hoisted the flag.

Meanwhile the gunboats *Akagi*, *Oshima* and *Chokai* approached the shore on the flank of the landing-place for the purpose of diverting the enemy. The *Akagi* found 100 of the enemy and dispersed them.

The transports arrived at 8.5 a.m. with the first echelon of the Second Army, who, seeing the Japanese flag at the top of the hill, immediately commenced landing, which they effected splendidly, despite the deep water. The troops are now building a pontoon.

## REPORT OF THE ACTING HARBOUR MASTER

## FOR THE YEAR 1903.

The following report of the Acting Harbour Master, for the year 1903, is published in the *Gazette*:—

## HARBOUR DEPARTMENT.

Hongkong, 18th February, 1904.

Sir,—I have the honour to forward the annual report for this department for the year ending 31st December, 1903.

## SHIPPING.

The total tonnage entering and clearing during the year 1903 amounted to 2,109,621 tons, being an increase, compared with 1902, of 2,511,082 tons, and the same number in excess of any previous year. There were 53,991 arrivals of 12,027,092 tons, and 54,009 departures of 12,012,770 tons. Of British ocean-going tonnage, 3,396,314 tons entered, and 3,382,121 tons cleared. Of British river steamers, 2,237,249 tons entered, and 2,234,613 tons cleared. Of foreign ocean-going tonnage, 3,667,871 tons entered, and 3,665,880 tons cleared. Of foreign river steamers, 217,619 tons entered, and 216,744 tons cleared. Of steam launches trading to ports outside the Colony, 93,239 tons entered, and 93,239 tons cleared. Of junks in foreign trade, 1,347,011 tons entered, and 1,351,458 tons cleared. Of junks in local trade, 1,067,799 tons entered, and 1,068,715 tons cleared. Thus—

British ocean-going tonnage represented 28.20% of the total tonnage entering and clearing during the year 1903, being 18.63% of the total tonnage entering and clearing during the year 1902, and 18.1% of the total tonnage entering and clearing during the year 1901. Steam launches in foreign trade represented 0.77% of the total tonnage entering and clearing during the year 1903, being 0.77% of the total tonnage entering and clearing during the year 1902, and 0.77% of the total tonnage entering and clearing during the year 1901. Junks represented 11.22% of the total tonnage entering and clearing during the year 1903, being 11.22% of the total tonnage entering and clearing during the year 1902, and 11.22% of the total tonnage entering and clearing during the year 1901. Local trade represented 8.89% of the total tonnage entering and clearing during the year 1903, being 8.89% of the total tonnage entering and clearing during the year 1902, and 8.89% of the total tonnage entering and clearing during the year 1901.

7,215 steamers, 36 sailing vessels, 1,765 steam launches, and 15,893 junks in foreign trade, entered during the year, giving a daily average of 68, as against 71.2 in 1902. For European constructed vessels the daily average would be 19.9 as against 17.1 in 1902.

For vessels under the British flag, there is an increase of 1,347 ships of 1,678,501 tons, an increase of 427 ships of 762,445 tons to ocean-going, and an increase of 910 ships of 915,664 tons to river trade.

The above increase in ocean-going is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers, now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers new to the port.

The increase in river trade is almost wholly due to the new steamers *Kinshin* and *Wing Chai* being in the river trade during the greater part of 1903, and to an increased number of sailings by the Hongkong, Canton and Macao Steam Boat Company, Limited.

Under foreign flags, there is an increase of 1,067 ships of 1,067,871 tons, of which 1,067 ships of 1,067,871 tons are ocean-going, and 1,067 ships of 1,067,871 tons are river steamers.

The increase in ocean-going is made up principally by an increased number of steamers calling at the port in 1903 under the U.S. flag and in the increased tonnage of some of the Pacific Mail steamers, and to an increase under Chinese, Japanese and French flags.

The increase in river trade is made up by two French steamers *Sun Chung*, and *Kong Nam*, the former being a new steamer and the latter was transferred from the British flag in July, 1903, also to the Chinese steamers *Chan Wai* and *Chan On*, whose running commenced in the first quarter of 1903.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1903, was 741, of which 314 were British, and 397 foreign. These 741 ships entered 4,419 tons, giving a total tonnage entered of 7,064,185 tons. This compared with 1902, 23 more ships entered 372 more times, and gave a total tonnage increased by 779,927 tons.

The 344 British vessels carried 2,679 British officers and 24 foreign officers as follows:—

British 2,679, Norwegian 3, Dutch 1, German 2, United States 18, Total 2,703.

Thus the proportion of foreign officers in British ships was 0.89% comprising four nationalities, an increase of 0.11% with a decrease of ships.

The 397 foreign ships carried 2,882 officers, of whom 267 were British, borne as follows:—

In Japanese ships, 139; Chinese, 97; United States, 16; French 7; Dutch, 4; Belgian, 4. Total, 267.

The proportion of British officers in foreign ships was, therefore, 9.3% distributed among six nationalities; a decrease of 1.4% with an increase of ships. Of the crews of British vessels 16.6% were British, 0.5% other Europeans, 82.9% Asiatics. Of the crews of foreign vessels, 1.2% were British, 22.3% other Europeans, 76.5% Asiatics.

This shows a slight increase of Asiatics in British and foreign vessels, with a slight falling off in the proportion of Europeans.

## TRADE.

The returns under this heading are gathered from the masters of vessels, and in some cases, from the agents concerned, and must be looked upon as but approximate and, it may be, misleading. It is much to be regretted that masters and agents do not render more accurate returns.

The principal features to be remarked in the reported trade of the port for 1903 are:—

Increases in coal of 1.0%, cotton of 80.8%, flour of 11.6%, case petroleum of 37.3%, general of 7.7%.

Decreases in bulk petroleum of 25.4%, liquid fuel of 84.1%, rice of 27.1%, sugar of 14.3%, timber of 14.1%.

The net increase under this head amounts to 21,847 tons. In exports, there is an increase reported of 24,252 tons. In transit cargo there is an increase reported of 502,553 tons.

The total reported import trade of the port for 1903 amounted to 2,481,919 vessels of 10,959,293 tons, carrying 7,394,320 tons of cargo, of which 4,517,370 tons were discharged at Hongkong.

Similarly, the export trade from the port was represented by 24,666 vessels of 10,944,055 tons, carrying 3,034,683 tons cargo, and shipping 675,891 tons of bunker coal.

During the year 1903, 14,489 vessels of European construction, of 19,018,411 tons (net register), reported having carried 9,768,495 tons of cargo, as follows:—

Import cargo, 3,985,310  
Export " 2,245,119  
Transit " 2,874,950  
Bunker coal shipped, 663,026  
9,768,495

The total number of tons carried was, therefore, 51.3% of the total net register tonnage (or 65.4% exclusive of river steamers), and was apportioned as follows:—

Imports—  
British ships, 1,899,212  
Foreign do. 2,086,098  
3,985,310  
Exports—  
British ships, 1,243,987  
Foreign do. 1,001,132  
2,245,119  
Transit—  
British ships, 1,551,536  
Foreign do. 1,323,414  
2,874,950  
Bunker Coal—  
British ships, 288,293  
Foreign do. 374,733  
663,026  
Grand total, 9,768,495

## REVENUE.

The total revenue collected by the Harbour department during the year was \$285,288.22, being an increase of \$18,522.43 on the previous year:—

Light Dues, \$74,960.00  
Licences and Internal Revenue, 55,475.50  
Fees of Court and Office, 154,852.92  
Total, \$285,288.42

## STEAM LAUNCHES.

On the 31st December, there were 243 steam launches employed in the harbour, of these, 98 were licensed for the conveyance of passengers, 145 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military authorities.

Three masters' certificates were suspended for three months, and one master was cautioned. 475 engagements, and 438 discharges of masters and engineers were made from 1st January to 31st December. 14 steam launches were permitted to carry arms, &c., for their protection against pirates, of these, thirteen were previously permitted, and one during this year.

81,364 emigrants left Hongkong for various places during the year; of these, 55,681 were carried by British ships and 27,703 by foreign ships; 149,551 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 107,166 were brought in British ships and 33,385 by foreign ships.

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## REGISTRY OF SHIPPING.

During the year, 8 ships were registered under the provisions of the Imperial Act, and 7 certificates were cancelled.

## MARINE MAGISTRATE'S COURT.

17 cases were heard in the Marine Magistrate's Court; refusal of duty on board ship and breach of Harbour regulations were the principal offences.

## SUNDAY CARGO-WORKING.

During the year, 336 permits were issued under the provisions of the Ordinance. Of these, 105 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 22 permits were issued, free of charge, to mail steamers, the privilege ceased on the 22nd July, 1903.

The revenue collected under this heading was \$34,800; this was \$9,375 less than in 1902. The revenue collected each year since the Ordinance came into force is as follows:—

1892 ..... \$ 4,800  
1893 ..... 7,900  
1894 ..... 13,375  
1895 ..... 11,600  
1896 ..... 7,575  
1897 ..... 11,850  
1898 ..... 25,925  
1899 ..... 21,825  
1900 ..... 43,550  
1901 ..... 44,800  
1902 ..... 44,775  
1903 ..... 34,800

## SEAMEN.

19,800 seamen were shipped and 23,265 discharged at the Mercantile Marine Office and on board ships during the year.

158 "distressed seamen" were received during the year. Of these, 55 were sent to the United Kingdom, 3 to Sydney, 1 to Calcutta, 2 to Singapore, 2 to Moji, obtained employment on shore, 3 at Canton, 1 went as passenger to San Francisco, 1 to the United Kingdom, 2 to Singapore, 2 joined the Chinese Customs, 1 Japanese Wrestler's Company, 1 taken charge of by the German Consul, 1 departed to Canton, 1 died at the Government Civil Hospital, 1 at Sailors' Home, 3 remained at the Government Civil Hospital, 1 at the Sailors' Home, and 74 obtained employment. \$2,601.00 were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen.

## MARINE SURVEYOR'S SUB-DEPARTMENT.

During the year, 190 vessels were surveyed for passenger certificate and bottom inspection, and 111 were surveyed for emigration, an increase of 15 and 18 respectively on the previous year, which was the highest on record. Owing to the Kowloon and Cosmopolitan Docks being blocked at different times by vessels undergoing extensive repairs, twenty-nine of the surveys for passenger certificate took place at Aberdeen Dock involving considerable loss of time and extra expense in hiring an outside launch. The *Kinshan* of 2,861 gross tons, and the *Yang King* of 1,288 gross tons were built under inspection, the former being the largest steel and the latter the largest wooden vessel ever constructed in the Colony. I would beg to point out that owing to the increase of the work and the greater distance apart of the building yards and ships an additional launch is urgently required.

Telegraphic and telephonic communication has been kept up with the Gap Rock, Cape d'Aguilar and Waglan Island during the year. From Gap Rock Station, 892 vessels have been reported as passing, and in addition 181 messages were received and 3,769 sent, including the daily weather report for the Observatory. Owing to telegraphic communication being interrupted 20 vessels were not reported. Forty-six hours and fifty minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 357 times. On no occasion was the relief delayed by the rough sea. From Cape d'Aguilar Station 1,952 vessels were reported, and in addition 55 messages were sent and 69 received. Owing to the telephonic communication being interrupted, 192 vessels were not reported. Two hundred and eighteen hours and forty-eight minutes of fog were reported from Waglan Island during the year, and the fog signal gun was fired 2,260 times. On no occasion was the relief delayed by the rough sea.

## GOVERNMENT GUNPOWDER DEPOT.

During the year 1903 there has been stored in the Government Gunpowder Depot, Stonecutters' Island—12,286 cases, weighing approximately 982,711 lbs.

During the same period there has been delivered out of the Depot—2,170 cases, weighing approximately 304,410 lbs.

On the 31st December, 1903, there remained as follows:—9,880 cases, weighing approximately 641,487 lbs.

## NEW TERRITORY.

The station at the Island of Cheung Chau was opened in September, the one at Tai O, in the Island of Lantau, in October, 18, 94, that at Tai Po in Mira Bay, on board the police steam launch, in January, 1900; that in Deep Bay, on board the police steam launch, in November, 1901; and that at Sai Kung in April, 1902. From 1st January to 31st December, 1903:—8,674 licences, clearances, permits, &c. were issued at Cheung Chau, 3,157 at Tai O, 3,817 at Tai Po, 4,202 at Deep Bay, and 4,021 at Sai Kung. The revenue collected by this Department from the New Territory during 1903 was \$15,718.75.

## GENERAL.

Captain Rumsey having left the Colony for good, it devolves upon me to father this report, which deals with a period during three quarters of which he was in charge of the harbour. I may, perhaps, be permitted to express my own personal regret at, and my sense of the loss the Colony has incurred through his departure.

The building of the much-needed new Harbour Office has now been commenced, and it is to be hoped that the work will be pushed on as quickly as possible, as the work of the department is seriously hampered by the restricted view of the Harbour from the office. But it is scarcely probable that the new office can be opened much before another two years have passed.

During the year arrangements have been made to light Cap-shui-mun and this light will, I trust, be established before this report appears in print. There would seem to be little prospect, however, of immediate improvement in the lighting of the Eastern and Western approaches to the Harbour, by the shifting of Cape d'Aguilar Light to Green Island, and the Green Island Light to Cape Collinson, as approved in 1900, owing to the greater necessity for other Public Works, which are absorbing all the available funds. It is to be hoped that it will be possible to carry out these greatly needed improvements before long, Green Island light being so inefficient in its present position, and Cape d'Aguilar light having been lying idle for over seven years now. This latter light cost the Government £2,914 about thirty years ago, and is in good condition now as it was when it was first lit in 1874.

The size of vessels trading to and from the Colony continues to increase, as well as their numbers, and the problem as to where to put them is becoming very serious. The deep water area of the harbour, is small, and owing to constant reclamations and silting up of certain parts of the Harbour, this area is continually contracting. Something will have to be done in the near future to provide accommodation for the shipping, and the question is "What?"

It is probable that the shipping of the port will continue to increase, both in numbers and size, so that any measures that may be decided upon will have to take the future into account, and not only the immediate future, either. Dredging is extremely slow and expensive work, and any scheme which bases its entire hopes on this alone, is, in my opinion, doomed to failure, not only on account of the slowness of the work, but because of the probable uselessness of it, for it is reasonable to believe that, as those parts of the Harbour which stand in need of dredging have been, and are still being, silted up, so they will continue to be in the future, and unless a prohibitive (as to cost) number of dredgers be employed, and be kept employed, very little, if any, impression will be made on the depth of the water. And the work will be endless, as it will have to be kept going indefinitely.

So far as I am aware, no other plan (than that of dredging) for providing deep water accommodation, has hitherto been suggested, except that contained in a scheme of Harbour improvement formulated and submitted to Government by me in January, 1902, which provided *inter alia*, for the deepening, by natural means, of the water west of the Kowloon Peninsula and inside Sulphur Channel. This scheme I am not now permitted to publish. It would cost a considerable sum of money, money which, however, once spent, would be spent once and for all, and would give us many things besides an increased deep water anchorage, including the vexed question of communications, dealt with by Captain Rumsey in his report for 1901.

## IMPORTS AND EXPORTS (OPIMUM) OFFICE.

The return shows that during the year the amount of Opium reported was as follows:—

1902. 1903. Increase. Decrease.  
Chests. Chests. Chests. Chests.  
Imported ..... 43,781 46,034 2,253 —  
Exported ..... 43,348 46,551 3,202 —  
Through cargo reported but not landed, 13,483 16,442 2,959 —

17,879 permits were issued from this office during the year, being an increase of 3,558 as compared with 1902. A daily memo. of exports to Chinese ports was, during the year, supplied to the Commissioner of Imperial Maritime Customs, and a daily memo. of exports to Macao was supplied to the Superintendent of Raw Opium Department of Macao.

Surprise visits were paid to 108 godowns during the year.

I have, &c.,  
BASIL TAYLOR,  
Acting Harbour Master, &c.  
The Honourable A. M. THOMSON,  
Acting Colonial Secretary,  
&c., &c., &c.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Writing under yesterday's date, Messrs. Benjamin, Kelly and Potts state:—During the past week, rates have been very well maintained, and, in several instances a further improvement may be noted, but the rates in Shanghai have more or less interfered with business and, in consequence, transactions have not been very numerous.

The Hongkong Steam Waterboat Company, Limited, has declared an interim dividend of 70 cents per share payable on the 10th instant. The transfer books will be closed from the 7th to 10th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks continue quiet with sellers at \$655. London still quotes \$64. Nationals have improved to \$38 and are wanted at the rate.

Marine Insurances.—Unions have further advanced and are in request at \$540. China Traders are inquired for at \$59. Yangtzes have been booked at \$125 and more shares can be placed. Cantons have also appreciated in value, and there are inquiries for shares at \$200.

shares changing hands, and the market closes with buyers at the higher price. China and Manila have been disposed of at \$24 and \$20. Douglas Steamships are offering at \$36. There is no change in old Star Ferries: the new shares have buyers at \$21. Shell Transports have further strengthened, and shares are now in demand at 27 1/2. Shanghai Tugs are obtainable at Tls. 48 and Tls. 47 for the ordinary and preference shares respectively.

Refineries.—China Sugars have still further risen to \$142 and close firm at the rate. Perak Sugars have been done and more shares are wanted at Tls. 51.

Mining.—Raubas are out of favour at \$6. Sales are reported in Shanghai of Chinese Engineering at Tls. 61.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been negotiated at \$214. Farnhams are inquired for at Tls. 145. Kowloon Wharves are in demand at \$101 after sales at the rate. Hongkew Wharves are without change at Tls. 152 1/2.

Lands, Hotels and Building.—Hongkong Lands have further improved and have been the medium of a fair business at \$152 and \$153 at which latter figure there are further buyers. Shanghai Lands are to be had at Tls. 108. West Point have risen to \$54 and can be placed at the rate. Hongkong Hotels have ruled firmer and are wanted at \$138. Humphreys Estate have been dealt in at \$11 and more shares are asked for.

Cott's Mills.—There is no business in report in stocks under this head.

Cigar Companies.—Nothing doing.  
Miscellaneous.—Green Island Cements are wanted at \$53 1/2. China-Bornes have improved to \$10 after sales at various rates. A. S. Watsons have been done and are still obtainable at \$15. Electrics (old) have advanced to \$15 1/2 and the new shares can be placed at \$7 1/2. Steam Waterboats have been taken off the market at \$16 and are now inquired for at \$16 1/2. Geo. Fenwicks have been sold and have further sellers at \$48. There are buyers of Dairy Farms at \$13, and William Powells at \$10. Langkats remain unchanged at Tls. 292 1/2.

## YARN MARKET.

In their report, dated 6th instant, Messrs. Cawasee, Pailanjee & Co. write:—Since the issue of our last circular dated the 22nd ultimo our yarn market during the fortnight ruled steady, and a rise in the rate of Exchange on India made importers eager sellers, which had the effect of a decline of about one dollar on last month's quotations. A good business transpired at current rates and some of the selected threads are still inquired for. Sales during the past fortnight comprised of about 325 bales of No. 65; 2,750 bales of No. 105; 1,200 bales of No. 125; 575 bales of No. 165; and 1,750 bales of No. 205; in all about 6,000 bales. Arrivals per steamers *Chusan*, *Banca*, *Catherine Apour*, *Namsing* and *Ischiu* of about 15,500 bales. Shipments to Shanghai and the Northern Ports about 8,000 bales. The unsold stock is about 35,000 bales.

Local Yarn:—No business is reported.  
Japanese Yarn:—Sales are reported of about 200 bales of No. 205, at \$135 to \$138, and about 50 bales of No. 325, at \$192 per bale.

Exchange:—We quote to-day on India at Rs. 133 1/2 per cent. London at 1s. 9 1/2d. = \$.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 1/9 1/2  
Do. demand ..... 1/9 9/16  
Do. 4 months' sight ..... 1/9 1/2  
France—Bank T.T. .... 2/25  
America—Bank T.T. .... 43 1/2  
Germany—Bank T.T. .... 1/83  
India T.T. .... 1/33 1/2  
Do. demand ..... 1/34  
Shanghai—Bank T.T. .... 72 1/2  
Japan—Bank T.T. .... 78 1/2  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 107 1/2

Buying.  
4 months' sight L/C ..... 1/9 1/2  
6 months' sight L/C ..... 1/10  
30 days' sight San Francisco & New York ..... 44 1/2  
4 months' sight do. .... 45  
30 days' sight Sydney and Melbourne ..... 1/10 1/2  
4 months' sight Francs ..... 2/29 1/2  
6 months' sight " ..... 2/31  
4 months' sight Germany ..... 1/87 1/2  
Bar Silver ..... 25 7/16  
Bank of England rate ..... 3 1/2

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.  
THE Company's Steamship

## "HAICHING."

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 10th instant, at 11 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAPRAIK & Co.,  
General Managers.  
Hongkong, 7th May, 1904. [594]

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR...  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

## "SACHSEN."

Captain R. Pesch, due here with the outward German Mail about WEDNESDAY, 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 7th May, 1904. [595]

## To-day's Advertisements.

## THE

## HENRY DALLAS

## MUSICAL DRAMATIC CO.

## RETURN SEASON.

## TWO WEEKS ONLY.







**CONNAUGHT**

Bell, Mrs. J.  
 Bell, J. F.  
 Buchanan, K. E.  
 Christie, Mr. & Mrs. D.  
 Cronin, John  
 Davies, F. O.  
 Eyre, Mr. and Mrs. H.  
 Harris, J. D.  
 Helme, E. B.  
 Howard, E.  
 Joseph, J. K.  
 Lefeur, G.  
 Levy, Charles  
 Menashib, R.  
 Newborn, R. H.  
 Rees, L. C.  
 Siebenshuin, R.  
 Trimmingham, N. S. P.  
 Walker, A. T.  
 Williams, W. H.

---

CRAIGIEBURN.

Cowden, Mrs. & Miss Smith, Mr. and Mrs.  
 Dann, G. H. Grant  
 Gaskell, Mr. and Mrs. Whitlow, Mr. & Mrs.  
 Griffith, Mrs. and child  
 Lauder, P. Woodward, Mr. & Mrs.  
 Ross, W. W. and children  
 Smith, Mr. E. Grant

---

THOMAS'

Adanis, F. R.  
 Ajiniles, Famas  
 Castro, A.  
 Dunlat, A. E.  
 Erskine, E. P.  
 Flamas, Mr.  
 Forman, J. G.  
 Hains, Mr. & Mrs. J. J.  
 and 2 children  
 Harris, B.  
 Hill, M.  
 Holliday, L. M.  
 Hough, Dr.  
 Kirkam, Mrs. A.  
 Lansen, Hill  
 Low, G.  
 Mancel, B.  
 Maning, F.  
 McKee, F. B.  
 Palmer, Chas. S.  
 Rivera, Jose  
 Theodoren, Mr.  
 Unzon, T.  
 Villamaor, Juan  
 Whiley, Mr.  
 Williams, S.  
 Williamson, H. C.  
 Young, L. C.

Beattie, J. M.                      Lowe, D. R.  
Beattie, M. P.                    Martin, R.  
Benson, Mr. & Mrs.            McDermott, A. P. & E.  
Bunny, Lieut. Col. F.            Morris, Mr. and Mrs.  
W.                                  Herbert  
Duany, Major and Mrs.        Perry, F.  
Bunny, Miss                      Pollock, H. E.  
Brawn, Col. L. F.                Post, N.  
Conrad, Mr. and Mrs.          Pratt, Major and Mrs.  
Dymock, R. A. A.                Reid, T. H.  
Ehlerker, Capt.                  Rice, P. J.  
Foote, R. N., Capt.              Saver, Mrs. W. E.  
Mrs.                                  Sinclair, A.  
Flegg, Mr. and Mrs.            Skelton, Mr.  
French, Major G. A.            Skelton, Mrs.  
Grant, R. N., Eng. Lieut.      Smith, A. Findlay

A. K.	Smith, C. W.
Hudig, D.	Spackhaver, W. O. C.
Hamilton, Major	Stevenson, D.
Hamilton, J. E.	Stokes, Mr.
Hardy, R.N., Comm-	Sutherland, Mr. and
der and Mrs.	Mrs. J. and child
Hays, I.	Uffel, W. von
Rewitt, F. T. B.	Watkins, R.E., Capt.
Holborow, Mr.	and Mrs.
Jeffery, Mrs.	Watson, Mr. and Mrs.
Jeffries, H. W.	Wearnson, S. T.
King, Mr.	White, Dr. and Mrs.
Longstaff, G. B.	M. J.
Longstaff, Miss	Yates, Mr. & Mrs. C.C.

**KOTLOON.**

Daniel, W.	Little, Mr. and Mrs.
Gomes, Mr. and Mrs.	Mitchell, Mr.
J. B.	Murchie, Mr.
Iremonger, Lieut.-Col.	Perkins, Mr. and Mrs.
and Mrs.	Roane, Dr. and Mrs.
Jewell, F. F.	James
Loury, Dr. and Mrs.	Yokura, K.
and children	

NA STATION.	
CAPTAIN.	LAST REPORTED AT
O. de B. Brock ... ..	Mirs Bay
N. M. Jerram ... ..	Mirs Bay
R. Nugent ... ..	Shanghai
Hes Windham, C.V.O. ... ..	Mirs Bay
Olson Ommanney ... ..	Hongkong
Wander F. M. Leake ... ..	Yangtze
Wander T. D. Pratt ... ..	Yangtze

ry. M. Tudor	...	...	...	...	Mirs Bay
	...	...	...	...	Hongkong
ert H. S. Stokes...	...	...	...	...	Hongkong
Ernest Barton	...	...	...	...	Weihaiwei
C. C. Asser	...	...	...	...	Hongkong
P. V. Lewes, D.S.O.	...	...	...	...	Hongkong
A. Carter	...	...	...	...	Chemulpo
	...	...	...	...	Mirs Bay
	...	...	...	...	Hongkong
	...	...	...	...	Hongkong
J. D. Daintree	...	...	...	...	Hongkong
ander J. A. Gregory	...	...	...	...	Hongkong
ander G. B. Powell	...	...	...	...	Yangtze-Kiang
N. G. Siofpord	...	...	...	...	Weihaiwei
ander G. G. Webster	...	...	...	...	Hongkong
G. Greet, R.N.	...	...	...	...	Mirs Bay
	...	...	...	...	Hongkong

W. H. Nicholson	...	...	Shanghai
W. H. Smyth	...	...	Amoy
D. St. A. Wake	...	...	Sandakan
W. S. Anderson John P. Irven	...	...	West River
T. Jackson	...	...	Shanghai
W. S. Anderson H. T. Atlay	...	...	West River
J. H. Moore	...	...	Miri Bay
W. S. Anderson Davidson	...	...	Yangtze
W. S. Anderson C. G. Codrington	...	...	Hongkong
W. S. Anderson	...	...	Hongkong
W. S. Anderson	...	...	Singapore
W. S. Anderson	...	...	Hongkong
W. S. Anderson	...	...	Yangtze
W. S. Anderson	...	...	Shanghai
W. S. Anderson	...	...	Hankow
W. S. Anderson	...	...	Miri Bay
W. S. Anderson	...	...	Singapore
W. S. Anderson	...	...	Hongkong
W. S. Anderson	...	...	Miri Bay
W. S. Anderson	...	...	Hongkong
W. S. Anderson	...	...	Hankow
W. S. Anderson	...	...	Yangtze

**MACEWEN FRICKEL & Co.,**  
3, DUDELL ST.



## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,  
at 1 P.M., the Company's Steamship  
"POLYNESIE," Captain Le Gispellier,  
with Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
ports of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 16th May, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th May, 1904.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,600	W. M. Smith	May 21
Tremont	9,600	T. W. Garlick	June 28
Lyra	4,417	E. W. Williams	Aug. 4
Shawmut	9,600	W. M. Smith	Sept. 1
Tremont	9,600	T. W. Garlick	Oct. 1

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Tremont ..... 9,600 T. W. Garlick. Ab. June 8  
Shawmut ..... 9,600 W. M. Smith.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 7th May, 1904.

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1904.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## Consignees.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "COPTIC."

are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into our Godowns Nos. 1 and 2, at  
Kennedy Town, (Marine Lvt. 243), and delivery  
may be had either from Lighters or from our  
Godowns upon countersignature of Bills of  
Lading.

Goods remaining unclaimed after the 12th  
instant will be subject to rent.

All Claims must be taken in to me on or  
before the 18th instant, or they will not be  
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 5th May, 1904.

## Consignees.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "SIMLA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India and Surda.  
From Calcutta, ex S.S. Somali.

From Persian Gulf, &c., ex B. I. S. N. and  
H. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., TO-DAY.

Goods not cleared by the 13th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "PERA,"

FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Caladonia and  
Egypt.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-MORROW.

Goods not cleared by the 10th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 3rd May, 1904.

## S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex s.s. Corduan, and from Havre ex s.s.  
Corduan, in connection with above Steamer,  
are hereby informed that their Goods, with  
the exception of Opium, Treasure and Valu-  
ables are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 2 P.M., TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after TUESDAY, the 10th instant, at Noon,  
will be subject to rent and landing charges.

All claims must be taken in to me on or before  
the 10th inst., or they will not be recognised.

All damaged packages will be examined on  
TUESDAY, the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd May, 1904.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

CARGO EX THE  
STEAMSHIP "RICHMOND CASTLE,"  
FROM NEW YORK.

HAVING ARRIVED PER "YUENSANG" FROM  
MANILA.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 11th instant will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
15th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 10th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 5th May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	83,000	\$125	\$125	\$10,000,000 \$6,500,000 \$150,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$22.994 for half-year ending 31.12.1903 \$2 (London 3/8) for 1903 None	6 1/2 %	\$655 sellers London 64 \$38 buyers \$10
National Bank of China, Limited. Do. (Founders')	47,453 750	£10 £1	£1 £1	\$175,533 \$191,973 \$1,750,000	\$21,668		5 1/2 %	
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$169,141 \$784,415 \$906,872 \$930,000	\$1,959,926	\$32 for 1902	6 %	\$540 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$15	\$151,922 \$331,141 \$322,131	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 63 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,701	\$186,284	\$12 for 1902	9 1/2 %	125 buyers
Canton Insurance Office, Limited	10,000	\$150	\$30	\$1,300,000 \$9,000	\$110,551	\$15 for 1902	7 1/2 %	\$200 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$295 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$125,675 \$4,560	\$349,947	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$251,000 \$133,000 \$149,409 \$240,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	28 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£8,700 £100,000	£5,380	10/- for 1902	5 1/2 %	\$102 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$20 1/2 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$35,000 \$7,750	\$37	\$1.20 for year ending 30.4.03	3 1/2 %	\$12 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 %	\$145
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$40,000 \$21,773	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	27/6 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	3 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of {Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2}	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$13 for 1901		\$142
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,672	Fcs. 85,706	Interim of Fcs. 30 for 1913		\$500
Ranb Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£10,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$214 sellers
S. C. Farman, Hoyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 3 1/2 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,150,000	\$43,732	\$5 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$105 buyers
Do. (Preference)	2,750	\$100	\$100	\$275,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth & Erskine, Limited	12,000	\$100	\$100	\$14,000 \$50,989	\$29,926	\$10 div. & \$2 1/2 bonus for 1903	6 1/2 %	\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$101 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 192 sales
New Army Dock Company, Limited	6,000	\$60	\$60	\$360,000	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$153 buyers
Shanghai Land Investment Company, Limited	51,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$54 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.12.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$70	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$71 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	100,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 a/c 1898 on 6,000 shares		Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 70 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	4 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 1/2 sales
Alhambra, Limited	300	\$200	\$200	\$4,100	\$57	\$25 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$33 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$15,000	\$3,077	Interim of 50 cents for 1913	6 1/2 %	\$15
Watkins, Limited	10,000	\$10	\$10	\$5,303	\$1,042	\$1 for 1903	13 1/2 %	\$1 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$5 for 1903	9 %	\$50 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,443	\$90 cents for year ending 30.4.1903	6 1/2 %	\$74 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,855 Tls. 100,000	£7,387	£1 div. and 2/- bonus for 1902		\$150 buyers
Shanghai Gas Company, Limited	10,676	Tls. 50	Tls. 50	Tls. 108,173 Tls. 110,000	Tls. 7,548	Final of Tls. 3 1/2 & bonus of Tls. 1 1/2 making Tls. 5 for 1903	7 1/2 %	Tls. 115 sellers
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 1,000.00 Tls. 1,000.00	Tls. 7,359	Final of 37/6 making 52/6 for 1903	7 %	Tls. 400 sellers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T.Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	27,000	\$20	\$20	\$18,000	Tls. 413	Tls. 2 for half year		T.Tls. 130 sales
Hall & Hollis, Limited	2,500	\$100	\$100	\$13,101	\$13,101	Final of \$4 making \$3 1/2 for 1903	12 1/2 %	\$18 sales
Lave, Crawford & Co., Limited (Shanghai)	10,000	\$50	\$50	none	\$8,305	Final of \$7 making \$2 for year end. 29.2.04	10 1/2 %	\$113 buyers
Hongkong Rope Manufacturing Company, Ltd.	6,000	\$25	\$25	\$70,000	\$8,507	\$10 for 1903	7 1/2 %	\$10
Geo. Fenwick & Co., Limited	5,000	\$15	\$15	\$5,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$6 sellers
Hongkong Ice Company Limited	2,000	\$100	\$100	\$2,000	\$5,000	Final of \$12 making \$16 for 1903	7 1/2 %	\$100 buyers
Straits Ice Company, Limited	1,250	\$100	\$100	\$13,000	\$1,283	\$30 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong High-Level Tramways Company, Ltd.	10,000	\$7 1/2	\$6	\$8,000	\$1,000	\$1 1/2 for year ending 31.7.03	9 %	\$138 buyers
Dairy Farm Company, Limited	10,000	\$0	\$0	\$5,500	\$596	\$3 for 1903	8 %	\$57
Campbell, Moore & Co., Limited	8,624	12/6	12/6	none	£100	None		\$5 sellers
Bell's Asbestos Eastern Agency, Limited	9,900	\$10	\$10	\$12,000	\$119	\$90 cents for year ended 31.5.1903	10 %	\$90 buyers
United Asbestos Oriental Agency, Limited Do. (Founders')	100 100	\$10 \$10	\$10 \$10	\$10 \$10	\$10 \$10	\$2.70 for year ended 31.5.1903	14 1/2 %	\$20 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Final of 60 cts making \$1.20 for the year	7 1/2 %	\$160 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$7,053	None		\$5 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	10 %	\$50 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 324,669	Tls. 27,187	First quarterly dividend Tls. 16	14 1/2 %	Tls. 292 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	7 %	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 115 buyers
Central Stores, Limited	6,000	\$15	\$12	\$2,700	\$1,523	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$20
Do. (Founders')	123							
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,555	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$25,000	Tls. 1,940	Tls. 6 for 1903	9 1/2 %	Tls. 6 sales
Kate Brothers, Limited	1,000	\$100	\$100	\$16,000		\$10 for 1903	7 1/2 %	\$195 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.6.03	8 %	\$13 buyers
Prater and Nave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$1 1/2 bonus for 1903	8 1/2 %	\$24
Maynard and Company, Limited	3,400	\$10	\$0	none		\$2 for year ended 31.10.1903	8 %	\$27
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25					\$85